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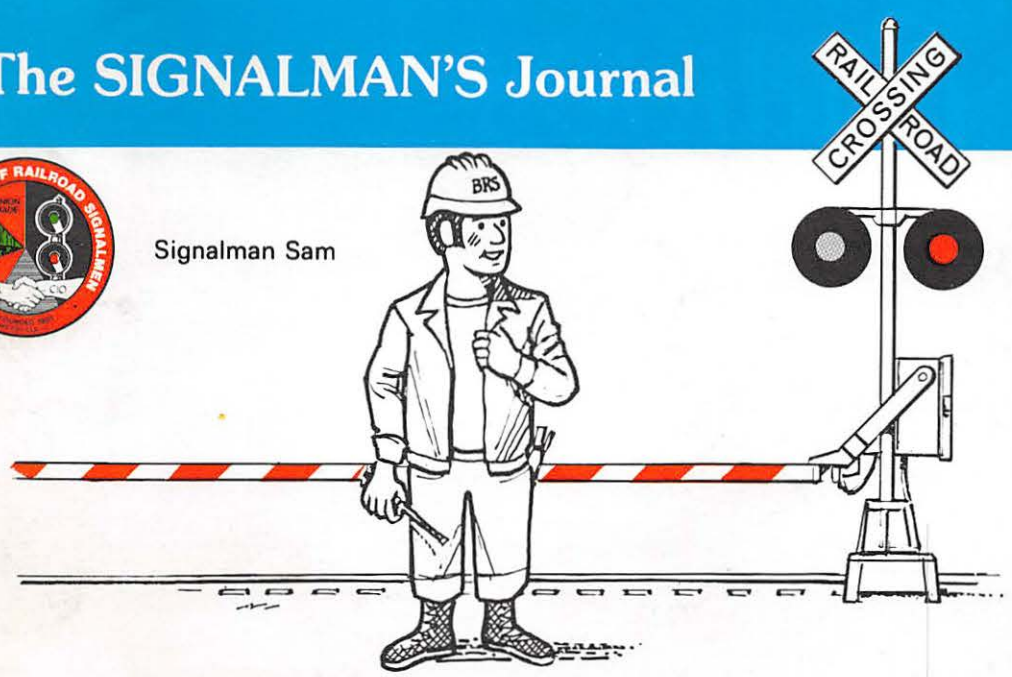
The SIGNALMAN'S Journal



Signalman Sam

Fog veils the Golden Gate Entrance to San Francisco Bay

MAY 1982

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The SIGNALMAN'S Journal

Official Publication of the Brotherhood of Railroad Signalmen

Volume 63 Number 4 May 1982

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Cover: Scenic view of San Francisco site of 1982 Convention. Feature article on San Francisco will be covered in June issue of The Signalman's Journal.

A Business Leader Speaks Out On Reagan's Harmful Policies

The following is excerpted from a speech by J. Richard Munro, president of Time Inc., to the Association of National Advertisers in New York, Feb. 25.

THE REAGAN REVOLUTION is doing grave danger to the quality of life in America.

And I'm concerned at the silence about this from my fellow business executives. Is it because we don't realize what's happening?

Perhaps we're still dazzled by the goodies from Washington for business, especially the tax cuts. We got 10-5-3 and other corporate tax cuts we didn't imagine getting in our wildest dreams.

Also, we've just seen the 1983 fiscal year budget go to Congress, with plenty of programs to benefit business, especially if you can tap the defense budget. And we've seen one business regulation after another slip away.

THIS HAS BEEN a good year for business. But for everyone else, it's been a year of great uncertainty — for the poor, a new host of sacrifices — and for us all, a decline in the ethic of common obligation.

Last year, 70 percent of the $35 billion in cuts came from programs which affect the poor. This year, roughly 90 percent — about $23 billion of the $26 billion total cuts — come from these programs.

To detail some of those proposed cuts:

- With the highest U.S. unemployment since the Depression, and headed higher, the public service jobs program is all but wiped out. The Job Corps, our most successful long-term training program, is cut by one-third. The employment service — which helps the jobless find work — is cut again sharply — to half its 1981 level.
- The poor served by Medicaid will have to begin paying a share of their bills. When I say poor, I mean poor. To qualify for Medicaid, a family of four has to earn less than $6,000 in New York, $3,700 in Delaware, and $1,700 in Texas — four people living on $1,700 a year.
- Aid to families with children is cut by 30 percent, on top of a 1982 cut of half that amount.

One of the proposals to cut costs in this program is astounding — rounding the cents on each check to the next lowest whole dollar. The budget proposes the same "rounding down" for unemployment checks.

- Food stamps for the elderly and disabled families will be cut an average of 25 percent. Child nutrition programs will get a 15 percent cut. Already because of 1982 cuts, an estimated one million fewer needy children now get a school lunch.
- As for legal aid to the poor — all funds are eliminated.

Hand-in-hand with these deep cuts — and just as disturbing — is the "new federalism."

The social programs proposed for return to states will bring huge new costs with them. The states will also start cutting programs.

BESIDES THE budget cuts and "new federalism," there is a third area that concerns me — the hasty retreat from government regulation.

Highway safety, job safety and health environmental quality, and consumer protections are being severely weakened — far more than justified by the need for greater efficiency.

Since the mine safety budget was cut sharply last year, deaths in the mines are already higher than any year since 1976.

A special concern is the retreat from civil rights enforcement. The equal employment agency and Labor Dept. have exempted so many employers that the heat's off for affirmative action — companies can go back to business as usual.

Also, the Administration recently — and shamefully — reversed a long-standing denial of tax exemptions to segregationist private schools.

THERE IS a crying need in our country for improved productivity — for new investments — for greater incentives to take risks — and for economies that pay long-term dividends.

Yet the program begun last year has chosen short-term economies that either shift large costs elsewhere or ignore needed long-term investments.

An Illinois congressman told of what happened when federal CETA job program funds stopped for one employee of a small day-care center:

"When that CETA employee was cut off, the center couldn't function. It folded.

"The result: The former CETA employee is now drawing unemployment compensation; the four women who were full-time employees of the day-care center are drawing unemployment compensation; four of the women who were able to work because they had a place to leave their children have had to quit jobs and go on welfare."

THE BIGGEST weakness of the Reagan Revolution is that it is just plain unfair.

Deficits are soaring because of internal contradictions in the Administration's program — that were obvious from the start. We all knew that, but we went along anyway.

There's no way we could spend $1.5 trillion for defense, cut taxes by three-quarters of a trillion, hold social security steady, balance the budget, go through a deep recession, and have money left over for anything else.

Bates' Commentary

Our battle to retain the Railroad Retirement System continues, and though we certainly cannot claim victory at this point, there are a few encouraging signs.

Resolutions have been introduced in both houses of Congress, which express the "Sense of the House" and "Sense of the Senate" that the Railroad Retirement System should not be abolished.

A great deal of the credit for the favorable signs for retention of our retirement system must be given to all of railroad labor's members in the United States. Their letters, telephone calls and personal contacts to their Representatives and Senators have definitely had an impact. We urge each of you to continue with this effort. We must not allow our Representatives in Congress to forget that the system must be retained and we are entitled to the benefits we have all invested in over the years.

Many of our members have furnished us copies of responses made to their letters by the Congressmen and some of the statements made in those responses are alarming to say the least. Although we will not attempt to deal with each of those disturbing remarks, I think it is appropriate to point out an inaccuracy contained in a number of those letters.

The comment I refer to is to the effect that "Social Security, in a unique arrangement, has contributed $18 billion dollars to railroad retirement since 1951; annually Social Security pays over $1.6 billion to railroad retirement for social security equivalent benefits. This transfer would end as the Social Security Administration would directly administer benefits for retired rail workers and their families."

Webster's dictionary defines the word "contribution" as "1. The act of contributing, 2. something contributed, as money to a charity or a poem to a magazine."

The only "contribution" Social Security makes to railroad retirement is to repay the Tier I benefit amount for which Social Security receives tax through the financial interchange. Railroad Retirement costs Social Security absolutely nothing. In fact, Social Security repayments to Railroad Retirement are delayed which often creates economic hardship on the Railroad Retirement Trust Fund.

Other responses we have seen are equally as misleading, and equally as disturbing.

I must point out that the vast majority of responses we have been furnished are accurate and indicate a thorough understanding of the Railroad Retirement System, and the necessity to retain the system. We do appreciate all of our active and retired members' support in this struggle and urge each of you to continue to contact the Congress and the Administration expressing your views on this most important subject.

Tom Bates

BofRS Representatives attend AFL-CIO Regional Meeting in Louisville

W. W. Lauer, BofRS Director of Research; Lane Kirkland, AFL-CIO President; and Witt B. Harwell, BofRS Vice President pose for The Signalman's Journal camera.

The AFL-CIO held one of several of its scheduled regional meetings on March 19-20 in Louisville, Kentucky. The meetings are being sponsored in an effort to strengthen the link that connects respective affiliates and to emphasize labor's political programs. The Louisville conference was the second in a series being held to promote "grassroots" political activity.

Vice President Witt B. Harwell; Director of Research W. W. Lauer; Grand Lodge Representative Val Van Artsdalen; and L&N General Chairman Roy B. Flowers attended the two day session. The first day was devoted to instructional lectures on the subjects of economic issues, legislation, political party relations, communications and candidate screening.

The current economic climate besieging the United States was addressed by Henry Schecter, Deputy Director of the AFL-CIO Department of Economic Research. The adverse effects of the Administration's economic policies are reflected by rising unemployment, decreased buying power, declines in corporate profits, a falling GNP (Gross National Product), severe declines in automobile manufacturing and housing construction, and high interest rates.

In the legislative area, the Labor movement has had to remain vigilant to measures which, if enacted, would prove detrimental to working people. For example, the proposed amendment to the Hobbs Act by Senator Strom Thurmond (R-South Carolina) which would subject strikers, but not others, to federal prosecution for any incidents of violence on a picket line. House of Representatives Bill 48, proposed by Congressman John Ashbrook (R-Ohio) would repeal the Davis-Bacon Act which provides for the payment of area scale wages on federal projects. President Reagan's 1983 budget proposes abolishment of the Railroad Retirement Board which administers annuities for retired rail workers. Job safety programs have been decimated by the administration's budget cuts. These are just a sample of some 125 legislative proposals of concern to labor.

Although neither the labor movement nor the BofRS support candidates for public office based solely upon political party affiliation, Democrats have historically supported legislation which affects working people. The AFL-CIO maintains a "right-wrong" voting record of Senators and Representatives on issues of interest to labor. As examples Senator Bill Armstrong (R-Colorado) 98% "wrong"; Senator John East (R-North Carolina) 89% "wrong"; Senator Don Nickles (R-Oklahoma) 95% "wrong"; Representative Larry McDonald (D-Georgia) 93% "wrong."

Lane Kirkland, AFL-CIO President, delivers stirring message to 400 trade unionists in Louisville, Kentucky.

Witt B. Harwell, BofRS Vice President, receives warm greeting from Lane Kirkland, President of AFL-CIO.

Lane Kirkland, AFL-CIO President, conducted a press conference which was televised in the Louisville area on Friday. Some of his remarks are excerpted here.

In response to a statement by Murray Weidenbaum, President Reagan's economic advisor, indicating that signs of economic recovery will appear by May, Mr. Kirkland said:

"That is another one of those political statements that economists seem to be engaged in today. It's whistling through the graveyard. There is absolutely no substantive reason on which anyone can base that kind of optimism, or relative optimism. None of the indicators point in that direction. The price of money has just ratcheted back up again. It hangs like a millstone around the neck of enterprise in this country. It's crushed the housing and construction industries. It's one of the factors that's crushing the auto industry and retarding its recovery. And that continues to be one of the basic legs of this administration's economic policy.

"So unless Mr. Weidenbaum, one of the ice men of this crowd, is prepared to tell me that they're prepared to reverse their course and abandon the tight-money policy, then I would have to say his statements are just, as I say, whistling through the graveyard, designed to keep their forces who are getting close to the edge of panic and close to jumping ship, steadfast just a little while longer."

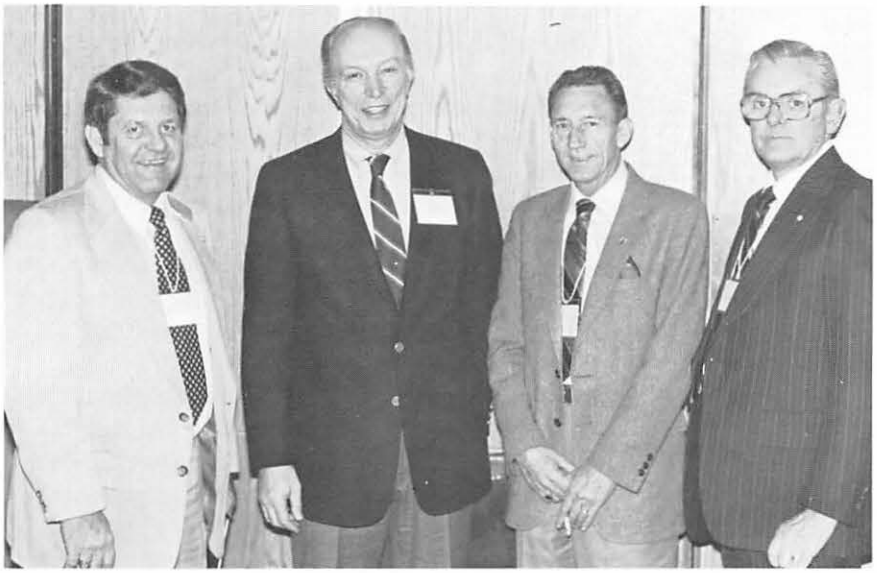
Mr. Kirkland commented in response to a question regarding his expectations of the 1982 elections:

"I think there is a considerable difference in climate and a growing perception throughout the country that the results — the practical results — of this new administration are somewhat different than they were promised or that they bargained for. They were promised — and we can cite you chapter and verse both in the campaign platform of the winning presidential candidate and in his own campaign statements — that inflation would not be fought at the price of unemployment.

"Suddenly in recent weeks, we see statements by the President's press spokesmen, by Mr. What's his-name Stockman, the piano player, that actually we must all understand that unemployment is part of the cure, it's part of the medicine and, therefore, it ought be regarded as an encouraging and hopeful and a constructive thing, that's always very easy for someone who's on a payroll to say. They are contradicting the basis on which they ran and on which they secured what they so widely advertised as their mandate. So, I think as that sinks home to people, they're going to be more and more aware of the realities, receptive to alternatives. And we intend to present those

Senator Paul Sarbanes (D-Maryland), expresses his support for the labor movement in America.

(con't.)



W. W. Lauer, R. B. Flowers and W. B. Harwell of the BofRS enjoyed the opportunity to speak with Tom Donahue, Secretary-Treasurer of the AFL-CIO (second from left).

L&N General Chairman Roy B. Flowers is attentive to instructor in economics class.

alternatives as effectively as possible, both in terms of programs and candidates. And we believe that, as should be the case in a democratic society, the public will decide we need another change."

On the issue of some Democratic congressmen supporting the President's economic program, Mr. Kirkland related:

"I do not regard that as unique. I deplore it, of course, but it's a simple fact that there's no such thing as party discipline in our structure. We're not a parliamentary democracy, and there are no means to reward and punish members of Congress from either party. They are constituency-based, and they usually respond to what they regard, or elect to treat as, their constituencies.

"The Democratic Party has historically been plagued by a substantial element that is to the right of Atilla the Hun. I don't think it's any greater a number than it always has been; it's been 30 or 40, sometimes more. So, their defection is not a defection — if you look at their voting records, they always voted that way. It's no change. They never supported any program that we were interested in advancing. They were always part of the opposition. They were part of the age-old Republican-Dixiecrat Coalition.

"The only remarkable thing that took place last year in the pattern of congressional voting — and it's not really remarkable in the light of the fact that it was the first year of a Republican President's incumbency — there was a very high degree of party regularity that was achieved on the Republican side — virtually 100 percent.

"Now a combination of 100 percent on the Republican side and the normal range of defections on the Democratic side assures an ultra-conservative program and posture. Normally, when we attempt to persuade members of Congress of the merits of our position, we work both sides of the aisle, and we hardly even can advance anything without some degree of support from Republican congressmen who respond to their particular constituencies.

"Last year, on the Republican side, they responded to the wishes of a new President, rather than their constituencies. I think that will be different this year. But that is the only unique thing that happened last year, in terms of the pattern of voting."

Witt B. Harwell, BofRS Vice President and Val Van Artsdalen, Grand Lodge Representative prior to speaker's appearance.

BofRS Director of Research W. W. Lauer exchanges experiences with member of machinist's union.

W. W. Lauer, Witt B. Harwell and General Chairman Roy B. Flowers listen to AFL-CIO President Kirkland's address.

Challenged by the Administration to furnish an alternative economic program, Mr. Kirkland presented a brief explanation of AFL-CIO proposal:

"You will find an analysis of the Administration's program and its effect, and you will find the alternative that we put forward at our Council meeting in February. It calls for the rescission, or the denial, of the $40-odd billion in budget cuts that Reagan proposed, following those of last year. It calls for some $20-odd billion in new, job-creating development, not only to create jobs but to address some of the crucial problems of this country in the light of our rapidly decaying urban and industrial infrastructure.

"It provides a method of revising the 1981 Tax Act in order to meet the costs and provide the revenue. It calls for a special surtax to meet the costs of increased defense expenditures, so that the burden is borne fairly in proportion to one's capacity to bear that burden, instead of being imposed exclusively on the backs of working people and the poor, as is the case with the Reagan program.

"We then offer some additional proposals in the nature of tax reform, which would provide additional revenues to further curtail this mounting budget deficit. As far as the deficit is concerned, it's intriguing to follow the 'new revisionism' that President Reagan and his legions have presented on the issue of deficits.

"The President made a career of going around the country addressing Rotary Clubs, and Kiwanis Clubs, and Junior Chambers of Commerce and other groups of businessmen decrying the awful, awful vice of deficits and deficit spending. Well, now he's come up with the biggest deficits in the history of the United States. We find him describing them, now, as a necessary evil. Give him another three months, and they'll be good for you.

"Well, economists debate the relative importance of deficits — I don't know the answer to that. I do expect that what people believe widely has some effect on what happens, and as long as people believe that an enormous deficit is a drag on the economy and is a serious problem that shakes business confidence and retards enterprise, and so forth, that it becomes a fact.

"So, we would support the proposition that prudent and equitable measures ought to be taken to reduce it, and I suppose we look at it essentially this way: you really have to make a choice, in this environment, between paying taxes to your own government and paying interest to the bank, which is a way of paying taxes, too. It's a regressive tax, because the richer you are, the less you have to pay in the way of interest for your credit, and the more you can deduct, the richer you are. So interest rates are an exceedingly regressive tax, bearing far more heavily on people at the lower end of the income scale, who can't deduct it at such high marginal rates of taxation, and pay as low a net interest. The richer you are, the lower the net interest rate that you pay: That's regressive taxation paid to a bank.

"I would rather pay my taxes to my country for the things that I want and that we can buy in the way of building a better life and a better society than pay my taxes to a National Citibank or to Manufacturers Hanover, and I think that's the choice. It's not between paying taxes and not paying taxes: it's paying taxes to the government or paying taxes to the bank. I feel more kindly toward the government than I do to the banking fraternity."

Speaking to the representatives of labor on Saturday, Mr. Kirkland said:

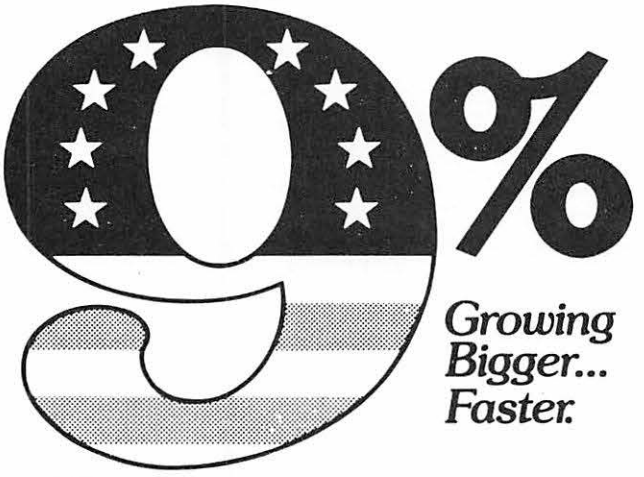
(con't.)

(CONTINUED)

"Today there is growing disenchantment, uncertainty and fear. Through all this we can be proud that labor stood fast. We did not trim, crawl or scuttle principle or purpose. From day one the AFL-CIO voiced and led what opposition there was to the ruinous politics of this administration. We did not sit back as many of our friends in Congress did to wait for change in the political climate. We set out to change the climate. We did not wait for someone else to come up with an alternative to Reaganomics although we might reasonably have expected as much from the opposition party. We came up with our own realistic alternatives and we strongly commend them to the attention of the Democrats if they want to win in November. The spreading recognition that the nation is in trouble and that the administration is floundering does not mean that our views will prevail on their merits alone. It does mean that more ears, once closed, are now open. It means that more people in the political arena, in the media, in the intellectual world and even in the executive suites have taken a second look at the policies that we've been advocating. If we do have a larger audience for our alternative program today than we had a year ago that means that we have that much more work to do. We need to reach out to the unconverted and the confused. We need to seek out new opportunities to state our case, but we're not a debating society. We want to change the course of our government, that means changing the people who run it. It is not enough to change hearts and minds — we have to win elections. We have to elect a Congress in November that will check and change this administration's course from the road to ruin and restore hope to the millions of Americans who are badly hurt and sorely afraid. The President has suggested that those who don't like what he ordains should vote with their feet, but we do not accept the notion that American workers should become boat people or a migrant mass. We choose to stand our ground. Now we must vote with our brains and much larger numbers on election day. We have eight months to do the job, and we must make every day count. Our movement has proved itself up to the challenge. We have confirmed our mandate to speak for the living interests of working people, even as this President like so many others, that we have seen come and go, to flash and fade, even as he watches his turn to dust for the want of a heart. The spirit of Solidarity Day, of our November Convention and of these regional conferences attest to the vitality that courses through our ranks. That spirit is our life blood and the source of whatever strength we have. If we call it fully forth, if we stand united, tranquil of our mission and true to our cause, then indeed there is no power greater anywhere beneath the sun. Thank you, good luck."

BRS

Another increase in interest rates for U.S. Savings Bonds.



That's the good news about U.S. Savings Bonds.

The Series EE Bonds you buy today grow bigger, with an increased interest rate of 9%. And they do it faster, with a shortened maturity period of only 8 years. Interim rates have been improved, too. Bonds earn 6% after 1 year and 8½% if held 5 years.

These changes make Bonds much more desirable. And with the Payroll Savings Plan, it's easier to save more, in a shorter time.

In fact, almost all outstanding Savings Bonds will benefit from a 1% increase to their next maturity.

So take another look at Bonds. They're still easy to buy through the Payroll Savings Plan; they're safe, guaranteed. Take a look at the tax benefits. The new interest rates. The shortened maturity. And you'll see Bonds do make sense.

For you, and for your country.

Take stock in America.

UNITED STATES SAVINGS BONDS

The past and present pose for TSJ camera: (Left) R. J. Szprygada, Assistant General Chairman; W. Abner, Executive Assistant General Chairman; W. A. Radziewicz, Assistant General Chairman; J. A. Kistler, Assistant General Chairman; D. Murphy, General Secretary-Treasurer; R. T. Bates, President; Honored Guest R. B. Park, retired General Chairman; Robin Cook, Committee Secretary; B. E. Britcher, General Chairman; W. D. Best, Secretary-Treasurer; and honored guest C. K. Kiernan, retired Assistant General Chairman.

Harrisburg, Pa. site of United General Committee Meeting

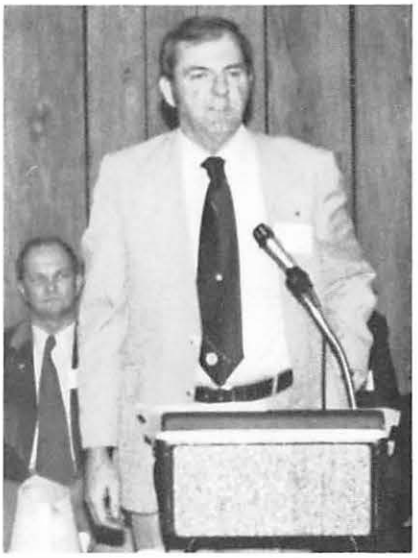
Members of the United General Committee convened on November 19, 20 and 21, 1981 at the Host Inn, Harrisburg, Pennsylvania. Elected as Officers of the General Committee for the ensuing three years were General Chairman B. E. Britcher; Secretary-Treasurer D. Murphy; Executive Assistant General Chairman W. Abner; and Assistant General Chairmen R. J. Szprygada, W. A. Radziewicz, and J. A. Kistler. The Vice General Chairmen elected were J. R. Downs, Local 64; F. F. Guy, Local 112; S. F. Slade, Local 213; J. L. Kopp, Local 28 and M. D. McNamara, Local 127. The results of the election for General Board of Trustees were G. B. Kabroth, Local 106, Chairman; J. M. Casey, Local 212, Secretary; and T. M. McClure, Local 52, Member.

There were many guests invited to address the meeting including retired General Chairmen R. B. Park, C. K. Kiernan and R. T. McGill, along with Bob Myers a former Vice General Chairman. Also in attendance was Harvey Parker, General Chairman of the Northeast General Committee.

Grand Lodge was well represented at the meeting with President Bates; Secretary-Treasurer W. D. Best; Vice President J. Hansen; and Grand Lodge Representatives Dan Pickett and Butch Speakman attending. President Bates addressed the meeting relating the status of the National Negotiations and the need for all of labor to unify in these adverse times. There were several law firms in attendance to speak on the F.E.L.A. and also to host several social functions. These included a get-acquainted party on Wednesday evening November 18th, a luncheon for the ladies on Friday, November 20th and that evening a banquet dinner dance at which the newly elected officers were installed. Involved were Ken Syken and Clyde Cutner for Richter, Syken & Ross; Ed Erpelding and Larry Champion for Erpelding & Champion; Tom Shearer for Evans, Ivory & Evans; Arnold Elkind for Elkind & Lampson. The law firm Lankes, Semple and Waible was not able to participate in the program, however, they did contribute to the hosting of the social functions. On Thursday, November 19 the Committee arranged a bus tour for the ladies. The tour included both Gettysburg and Harrisburg. The highlights of the tour were a visit to the Eisenhower Farm, William Penn Museum and the State Capitol.

There were several speakers representing various insurance companies in attendance to inform the members of benefits available to them as railroad workers. The speakers were C. B. Matusiak, Vice President Sales for Associated Consultants, Inc.; Ed Edwards for Provident Life Insurance Co.; Rick Bannister for the Travelers Insurance Co. Dick Howard, Editor Labor Paper, also addressed the Committee thanking everyone for their support of the paper. Former BofRS President C. J. "Chuck" Chamberlain currently Labor Member of the Railroad Retirement Board spoke to the Committee on the deplorable state of the retirement fund, and the need for labor to continue its fight for legislation to keep the fund solvent, and therefore, provide our

R. T. Bates, President.



B. E. Britcher, General Chairman.

C. B. Matusiak, Vice President
Sales, Associated Consultants, Inc.

Retired General Chairman R. B. Park (left), presents gavel to B. E. Britcher, General Chairman after swearing in of officers. Other officers standing (left): J. M. Casey,Trustee; G. B. Kabroth, Trustee; T. M. McClure, Trustee; W. Abner, Executive Assistant General Chairman; S. F. Slade III, Vice General Chairman; J. A. Kistler, Assistant General Chairman; R. J. Szprygada, Assistant General Chairman; J. L. Kopp, Vice General Chairman; W. A. Radziewicz, Assistant General Chairman; M. D. McNamara, Vice General Chairman; J. R. Downs, Vice General Chairman; F. F. Guy, Vice General Chairman; and D. Murphy, General Secretary-Treasurer.

Members of the United General Committee.

Members of the United General Committee. *(con't.)*

Enjoying banquet dinner (seated left to right) are: R. T. McGill, retired Assistant General Chairman; R. B. Park, retired General Chairman and wife Clare; Mrs. Terri Kiernan and C. K. Kiernan, retired Assistant General Chairman; (standing left to right) R. Myers, retired Vice General Chairman and wife Elda; Miss Mary Berger and B. E. Britcher, General Chairman.

retired members now, and in the future, with the security they have earned. Former Vice President J. W. Walsh, currently Associate Administrator of Safety for the Federal Railroad Administration, addressed the Committee and related that the Administration is doing something about Conrail and Amtrak; however, for Conrail there is very little money left. The FRA is now reviewing the RS&I rules, many of which were enacted through legislation promoted by labor. Mr. Walsh feels labor and management should be consulted on these revisions.

Harvey Alexander, Chief Engineer C&S on Conrail, spoke to the Committee on the 27 false proceeds reported in 1981 and that there is no acceptable excuse for not checking out your work. Mr. Alexander also spoke on productivity and Conrail's plan to shorten and equalize the one man sections.

The Conrail Drug and Alcohol Program was discussed by Mr. Ted Lassiter who is a counselor with the program. Mr. Lassiter related that any consultation with him is strictly confidential.

Mr. Britcher then introduced Mr. J. A. Early, Chief Engineer C&S on Amtrak. Mr. Early reported that Amtrak had installed its first interlocking and also spoke on the problems the railroad will be faced with in the future.

The Committee is comprised of 50 Locals representing members on practically all railroads in the Northeast section of the country. The Locals are: 1, 2, 7, 10, 18, 26, 27, 28, 35, 36, 37, 38, 40, 41, 42, 45, 48, 52, 53, 57, 58, 59, 62, 63, 64, 65, 68, 73, 75, 76, 80, 84, 86, 93, 102, 105, 106, 109, 112, 117, 120, 127, 134, 145, 147, 151, 160, 190, 212 and 213.

Based on the provisions of Committee bylaws, 58 delegates were eligible to attend, with 55 in attendance. One Local, Local 36 was represented, but not eligible to vote, through no fault of their delegates. Locals 68, (sickness in family), and Local 75 were not represented.

Even though the full expenses of delegates are borne by the General Committee, this large attendance was most encouraging and we believe is indicative of the strong desire and dedication our Local Chairmen have in working with the full time officers in servicing the needs of the membership. These people serve in thankless positions, with little or no compensation, requiring substantial hours of sacrifice of their own time. For this, the Committee is extremely grateful.

All business of the Committee was concluded, including full discussion and voting on proposed changes to bylaws. Considerable discussion entailed the seniority adjustment provisions of Appendix "R" of the new Conrail Working Agreement of June 16, 1981.

Many other subjects were discussed which made the meeting the most informative and productive meeting the Committee has ever held.

Harrisburg, Pennsylvania the location of Committee headquarters was chosen as the city to host the 1984 Committee Meeting.

Serving on the Credentials Committee with Secretary-Treasurer D. Murphy were S. Klick, Local 26, T. Hedges, Local 52 and M. Stoeffler, Local 76.

E. Fegerus, Local 213 served as Chaplain; J. Thornton, Local 84 as Outside Semaphore; K. Childs, Local 151 as Inside Semaphore.

Commemorative plaques were presented to retired officers R. B. Park, R. T. McGill, C. K. Kiernan and R. Myers for their many years of outstanding and dedicated service to the Brotherhood.

The Committee considered it an honor to have retired General Chairman R. B. Park conduct the swearing-in of officers' ceremony at the dinner dance held on Friday evening, November 20, 1981. **BRS**

President R. T. Bates, chats with C. W. Tatum (center), Local 38 and J. M. Thorton (left), Local 84 during recess of General Committee Meeting.

Attending banquet dinner (seated left to right) are: J. Lichlyter and wife Terri; Mrs. Marty Abner and W. Abner; (standing left to right) are: Mr. and Mrs. J. L. Richardson, Local 48; and Mr. and Mrs. R. C. Hill, Jr., Local 48.

Serving on the Credentials Committee (left) are: Brother T. L. Hodges, Chairman; S. Klick, Local 26; and M. Stoeffer, Local 76.

News From Washington

YOUR WASHINGTON REPORTER
By Richard J. Calistri

Representatives of the railroad industry journeyed to Capitol Hill recently to speak up in favor of the continuation of an easy term federal loan program which the Reagan Administration wants to kill.

Senator John C. Danforth (R-Mo) and Senator Larry Pressler (R-SD) have sponsored S-2108 to continue the program and chiefs of both profitable and bankrupt railroads told Congress they would like to see that measure passed pronto.

Trustee for the bankrupt Milwaukee Road, Richard B. Ogilvie, said that without the federal loan program "we would have ceased to exist." He said the aid has been a "vital factor" in the Milwaukee's progress toward recovery.

Alan G. Dustin, president of the bankrupt Boston & Maine said that after 22 consecutive years of losses, the B&M has completed two years of profitable operations thanks to $26 million in federal loans.

Richard C. Grayson, president of the whiz-bang Burlington Northern, told Congress that although his carrier has never applied for any of these loans, it now wants between $65 million and $80 million for its proposed $100 million St. Louis gateway project.

The profitable BN operates over nearly 30,000 miles of track — more than any other railroad.

The program, which was authorized under the Rail Revitalization and Regulatory Reform Act of 1976, got some strong backing from South Dakota Governor William J. Janklow. He reported that the state has negotiated with Milwaukee Road's trustee for the purchase of 800 miles of track for $22.5 million in state funds. By the end of 1982, he said, South Dakota will have completed a $28 million repair program which includes $12 million in federal funds. That federal support is "indispensable," he said.

But as expected, Federal Railroad Administrator Robert W. (No-No) Blanchette called for an end to the program. His was the only voice raised against it.

FEDERAL UNION-BUSTERS

Richard S. Schweiker, head of the Health and Human Services Department, is being called a federal union-buster for his decision to allow hospitals to spend Medicare dollars to hire consultants who specialize in blocking unions.

After pressure by the lobbyists of the hospital industry, the department agreed to pick up the tab for efforts to defeat union drives at hospitals and nursing homes.

A number of unions have lodged official protests at this wasteful and illegal use of Medicare funds at a time when the Reagan Administration is calling for a massive cutback in Medicare services.

(con't.)

Four House subcommittee chairmen, led by Rep. Henry A. Waxman (D-Calif) have written to Schweiker that using Medicare money "to finance anti-union activity . . . is totally unacceptable."

Schweiker has not only approved the use of Medicare funds for such activity, he made payments retroactive for hospitals who have conducted such anti-union campaigns in the past two years.

REAGAN AND THE ICC

The White House has announced that President Reagan will nominate Heather Gradison, who is the wife of a Republican congressman, to be a member of the Interstate Commerce Commission despite protests lodged by the Railway Labor Executives Association.

RLEA said that Gradison has insufficient experience to handle the ICC position. The 29-year-old Republican worked at Southern Railway for six years, most recently as a rate officer. She had no decision-making authority on the Southern but, as an ICC commissioner, will be called upon to decide cases which impact on the nation's transport policies.

In another development, the Senate confirmed another Republican, Frederic N. Andre, a transportation consultant, to be a member of the commission. His nomination has been pending for nearly six months. He replaces Charles I. Clapp, a Republican whose term expired earlier. Published sources indicate that Roy Williams, president of the Teamsters' Union, lobbied the White House for Clapp's reappointment, but was refused.

The Teamsters and the Professional Air Traffic Controllers Organization were among the few unions to support Ronald Reagan's election.

GRADE CROSSING SAFETY

The grade crossing safety program — considered one of the most successful safety programs in existence — gets short shrift from the Reagan Administration. It is scheduled for goose-egg dollars in 1983.

C. L. Amos, executive director of the state rail programs for the Association of American Railroads, believes that there is "considerable congressional sentiment for continuation of activity at the national level."

He said that current federal funding is at the $190-million level with many millions also coming from railroads and other sources. "The results of the program over recent years . . . had been astounding," he said, pointing out that "fatalities dropped from 1,657 in 1966 to 704 in 1980, and a further reduction to 569 was scored in 1981."

He said the administration would like to end all "safety categories" in its 1983 budget but he said this need not mean the end of rail-highway cooperation. Instead, it would place a greater burden on state agencies, the railroad, and highway interests.

Amos, speaking at the National Press Club in Washington, D.C., expressed hope that the grade crossing safety program will continue in one form or another.

Retired Testman is Accomplished Craftsman

John Castle retired as a signal testman from the Boston and Maine Corporation in 1976. Since then, Brother Castle has built a house — not a house in which to live, but a scale model of the home in which he and his wife, Marjorie, have lived for 34 years. Castle installed the same type of windows, used the same wallpaper and paint, duplicated the chandeliers and lighting fixtures and used exactly the same number of wall panels and kitchen flooring.

Brother Castle has also built a china cabinet and chandelier for the dining room of his "real" home. The kitchen contains a handsome pine table, an interesting railroad bench, a beautiful three-shelved stein rack and handmade clock.

Castle was a shipbuilding supervisor during World War II and began his 30 year career as a signalman in 1946.

THE SIGNALMAN'S JOURNAL NEEDS YOUR HELP

Correspondents needed. The Signalman's Journal needs help to obtain news articles about BRS members in your area. Contact your Local President.

RRB INFORMATION

Changes in Student Benefits

The 1981 amendments to the Social Security Act made major changes in the social security student benefit program. Because of coordination between the railroad retirement and social security systems, this legislation will affect payments of student benefits under the Railroad Retirement Act.

While this legislation is rather complex, the following questions and answers will outline its basic provisions and general effects on railroad retirement student survivor benefits.

How did the law change?

Under prior social security law, a student was defined as an individual age 18-21 in full-time attendance at a qualified educational institution. A qualified educational institution could be a high school, college, junior college, trade or vocational school, and certain other institutions. Such student benefits ended at age 22 or with the end of the school term after attainment of age 22.

The social security amendments changed the definitions of a student and an educational institution. Beginning August 1982, a student is defined as a child under age 19 (changed from 22) in full-time attendance or deemed attendance at an elementary school or a secondary school (high school). Phase-out provisions will govern student benefits already in the process of payment.

Because railroad retirement laws concerning student benefits are cross-referenced with the social security laws, the Railroad Retirement Board will have to make certain corresponding changes in the benefits which it pays students. Beginning August 1982, the Board will be paying many student benefits to individuals, who have attained age 18, only until they complete high school or they attain age 19, whichever is earlier. However, benefits currently being paid by the Board to post-secondary school students, age 18-21, such as college students, can, under certain conditions, be continued under the phase-out provisions between now and 1985. And, some benefits will be paid on a limited basis, beyond age 19, under certain provisions of the railroad retirement laws not cross-referenced with social security laws.

These amendments do not affect benefits paid by the Board to minor children under age 18, or disabled children over age 18 receiving benefits on the basis of having become permanently disabled before age 22.

What requirements have to be met in order for an individual's student benefits to come under the phase-out provisions?

To qualify under the phase-out provisions, students, age 18-21, must have been attending a **post-secondary** school during a month prior to May 1982, and have been entitled to some kind of railroad retirement benefit, such as a minor child's benefit, as of August 1981. Post-secondary schools include colleges, junior colleges, universities and trade or vocational schools. The entitlement of these students can continue until they are age 22, provided entitlement does not terminate earlier because of death, marriage, or ceasing full-time attendance. If these students cease full-time attendance after July 1982, they cannot become re-entitled as students at a later date.

Will the phase-out payments be the same as those provided under previous law?

No. Beginning in 1982, benefits will no longer be payable for the months of May, June, July, and August. Benefits payable for September 1982 through April 1983 will be 25% less than the amount of the student's original benefit in effect for August 1981. Benefits payable for September 1983 through April 1984 will be 50% less than the original amount, and benefits payable for September 1984 through April 1985 will be 75% less.

In addition, future cost-of-living increases cannot be applied to whatever benefit rate these students are receiving between 1982 and 1985.

No benefits can be paid to such students after April 1985.

How will students who do not fall into the phase-out category be affected?

Generally, survivors attaining age 18 can now be paid benefits only until they complete high school or they reach age 19, whichever is earlier. But, benefits can be continued beyond age 19 until the student completes a course in progress, or for 2 months, whichever is earlier. Unlike phase-out students, they are entitled to cost-of-living increases and can be paid for the summer months if they are in actual or deemed attendance at an elementary or secondary school.

The benefits of those already in college or other post-secondary schools who do not meet the phase-out requirements will end after July 1982.

However, in some cases where the family's railroad retirement benefit entitlement first began after September 1981, student benefits may continue on a partial payment basis beyond age 19, until the student attains age 22 or completes requirements for a post-secondary school diploma, whichever is earlier. These exceptions are not phase-out students; the benefit payable would be limited to the amount by which a railroad retirement student benefit exceeds a social security student benefit.

Do these changes affect any railroad employee retirement annuities?

While student benefits are not payable to the children of retired employees who are still living, the existence of a student may, in some cases, serve to increase the retired employee's annuity.

These employee annuities will be adjusted accordingly, depending on the status of the student. Any change in the annuity would depend on the number of other family members included in the annuity computation. The annuity rate may decrease or the annuity may no longer be computed under the special formula that applies in these cases.

What steps is the Railroad Retirement Board taking to implement this legislation?

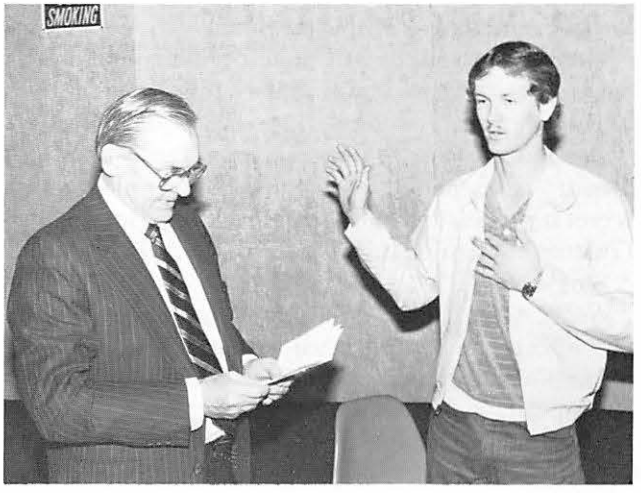
The Board's field offices are contacting individual students in their areas to compile information required for determinations regarding the status of their benefits. If students or retirees have questions about the effects of this new legislation they should contact the local Board office closest to them.

Read about your local in The Signalman's Journal. It's easy — just contact your Local President and volunteer as a local correspondent. He has details.

Local Lodge News

Local 72 meets in Little Rock

Attending Local 72's meeting, seated (left): W. D. Corn, General Chairman; W. B. Harwell, BofRS Vice President; P. Harris and H. R. Kelley. Second row (left): R. Head, R. M. Moore, F. Biggers, R. W. Ruple, M. McGhehey and J. Anousakes. Back row (left): L. Sutton, H. L. Whitfield, Tom Smith, J. Jenkins, C. W. Files, R. R. Sweeton, P. G. McMahan and A. F. Straub.



Brother Dave Stockton recites the obligation of members of the Brotherhood of Railroad Signalmen. Vice President Harwell confers the obligation.

Madison, Wisconsin Site of C&NW General Committee Meeting

Members of Chicago North Western General Committee pose for TSJ camera. Seated (left to right): A. E. Nenn, General Secretary-Treasurer; W. W. Altus, BofRS Vice President; R. T. Bates, BofRS President; H. S. Gerth, General Chairman; W. B. Harwell, BofRS Vice President; Vince Unger, Vice General Chairman. Standing (left to right): T. Grace, Local 98; J. Braden, Local 43; D. Roberts, Local 183; P. Singletary, Local 39; F. Nobile, Local 9; J. D. Boots, Local 23; R. E. Hickerson, Local 183; M. Kiser, Local 17; H. DePaepe, Local 130; A. T. Olson, Local 168; and K. Van DeWalker, Local 98.

The regular meeting of the C&NW, CRI&P, GB&W and JTD General Committee was held on October 31 and November 1-2, 1981, chaired by Henry S. Gerth, General Chairman.

Witt B. Harwell, BofRS Vice President conducted the election of General Committee officers for a three-year term. Re-elected by unanimous ballot were: Henry S. Gerth, General Chairman; Vince Unger, Vice General Chairman; A. E. Nenn, General Secretary-Treasurer; and the incumbent Board of Trustees consisting of H. De Paepe, J. D. Boots and P. Singletary.

W. W. Altus, BofRS Vice President, reported on active National Railroad Adjustment Board cases and explained that shortfalls in federal funding are causing delays in receipt of Board decisions.

President Bates addressed the assembly, relating the status of national negotiations which have since been concluded. In addition, he commented on the plight of the Milwaukee Road, proposed legislation affecting Railroad Retirement, FRA Rules, Standards and Instructions, the BofRS Membership Survey and The Signalmen's Political League. President Bates also responded to questions from the committee regarding various subjects.

Bob Tramuto, associated with the Jones and Granger law firm of Houston, Texas, expressed the rights of employees under the Federal Employers Liability Act and the responsibilities of union representatives to their constituents.

C. J. Chamberlain, Labor Member of the Railroad Retirement Board and former BofRS President, attended the meeting and related the current financial problems of the Railroad Retirement system.

The recently executed BRS-CNW Agreement was presented to the General Committee for review and ratification vote. The agreement received unanimous acceptance.

Attorney Roger Bousier and N. Sedlak, associated with the Rerat law firm responded to questions by the group in regard to the Federal Employers

Officers of the Chicago North Western General Committee (left) are: P. Singletary, Trustee; H. S. Gerth, General Chairman; J. D. Boots, Trustee; A. E. Nenn, General Secretary-Treasurer; H. DePaepe, Trustee; and Vince Unger, Vice General Chairman.

Liability Act.

R. W. Russell, Chicago and Northwestern's Vice President-Personnel and Labor Relations, related several subjects of interest to the members, among them were the attitude survey conducted by the Carrier, the proposed Milwaukee-Grand Trunk Western merger, the Regional Transportation Authority-CNW commuter system and an impending agreement with Burlington Northern regarding coal transportation. BRS

REAGAN'S '83 BUDGET: MORE BAD NEWS FOR THE STATES

President Reagan's fiscal year 1983 budget proposals threaten dozens of social programs at the state level, according to a study released today by the AFL-CIO Public Employee Department (PED).

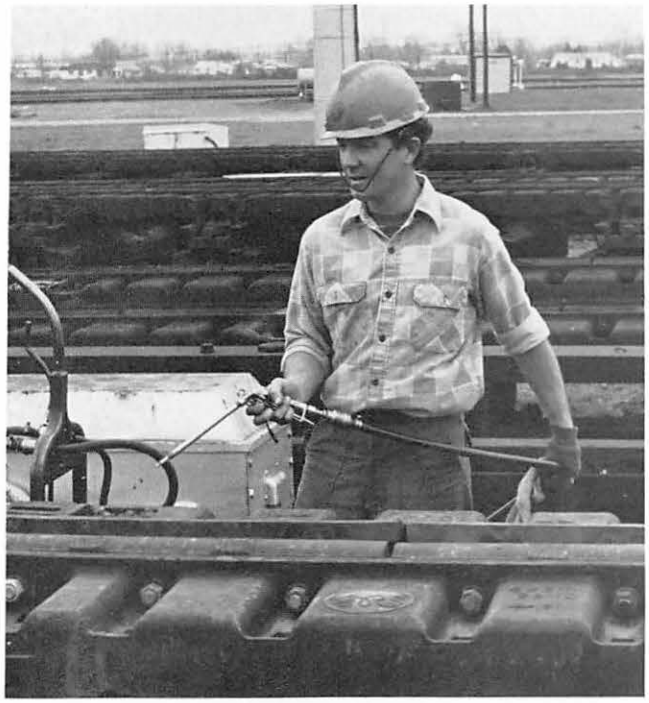
In announcing the report, PED Executive Director John F. Leyden said: "Our analysis of the Administration's FY 83 state grants to support 36 social programs shows that, in all, the states stand to fall more than $11 billion behind what they need merely to keep these programs going at last year's levels. This loss — coming on top of the $18 billion taken from the states in Reagan's FY 82 budget — demonstrates that the President's 'new federalism' proposals are truly a sham. And to make things worse, the official 'new federalism' program — whereby the states would pay for Food Stamps and Aid to Families with Dependent Children, in exchange for a federal take-over of Medicaid — is going to mean a further loss to the states of $17 billion in 1984!"

Highlights from the study show the following program losses:

- a nationwide shortfall of some $2 billion in Medicaid, $375 million in New York alone;
- a nationwide shortfall of $1.5 billion in Employment Training and Assistance grants, $86 million in Illinois alone;
- a nationwide shortfall of more than $1 billion in Aid to Families with Dependent Children, $189 million in California alone;
- a nationwide shortfall of more than $1 billion in Subsidized Housing grants, $50 million in Massachusetts alone;
- a nationwide shortfall of $865 million in the Special Supplemental Food Program for Women, Infants, and Children, $2.2 million in the District of Columbia alone;
- a nationwide shortfall of $271 million in Child Nutrition funds, some $22 million in Texas alone; and
- a nationwide shortfall of $217 million in Energy Conservation grants, $12.6 million in Pennsylvania alone.

"The President is slashing these federal funds for social programs," Leyden said. "Does he expect the states to replace these sums, while their own revenues are threatened by conformity to federal tax cuts passed last year as part of his so-called Economic Recovery Act? And if the states cannot replace these cuts, what happens to the programs and the people who depend on them?"

'I Thought You Were getting OFF Our Backs!'

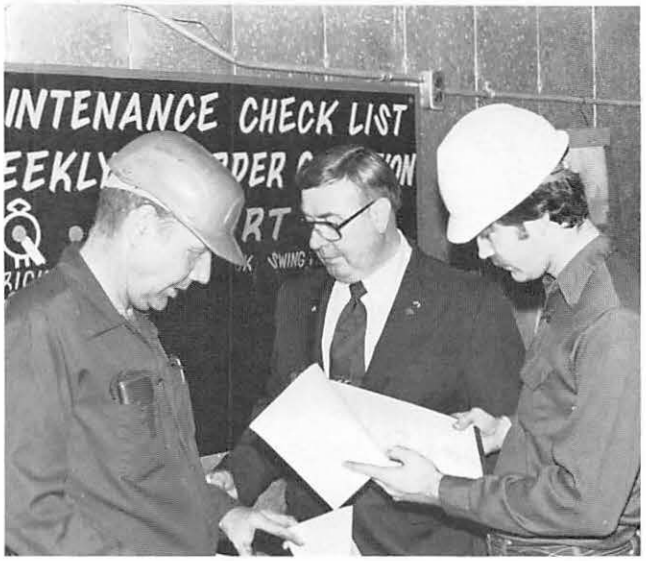


Oiling the beams and chains of a retarder rebuilt by the signal gang is Mike McGhehey, Assistant Signalman.

Mo Pac Signalmen

Little Rock Retarder Yard

A heated crew cab is just one feature of the new Mo-Pac signal crew truck. Looking in the crew cab are Witt Harwell (left), Vice President and Randy Ericson, signalmen.



Reviewing weekly reports filed by yard maintainers are Wayne Vaughn (left), Day Maintainer; W. D. Corn, General Chairman; and Tim Smith, Electronic Technician.

A recent visit to the Little Rock Retarder Yard proved very interesting. Accompanied by Grand Lodge Representative V. M. "Butch" Speakman, International Vice President W.B. Harwell and Missouri Pacific General Chairman W. B. Corn toured the facilities. The visit presented each an opportunity to see and discuss every day life at a retarder hump yard with several BofRS members.

The Little Rock Hump Yard has eight electric retarders on which an average of 800 cars will be humped and sorted in an eight hour period. A busy eight hour shift will see 1400 cars humped.

Maintenance of the yard is in good hands with a signal gang, three shift maintainers, and a Signal Electronic Technician. Working on the signal gang are Vince Smith, Foreman; Randy Ericson, Signalman; Larry Drennan, Signalman; Dave Stockton, Assistant Signalman; and Mike McGhehey, Assistant Signalman. Brother Wayne Vaughn is the day maintainer and Brother Tim Smith, Electronic Technician.

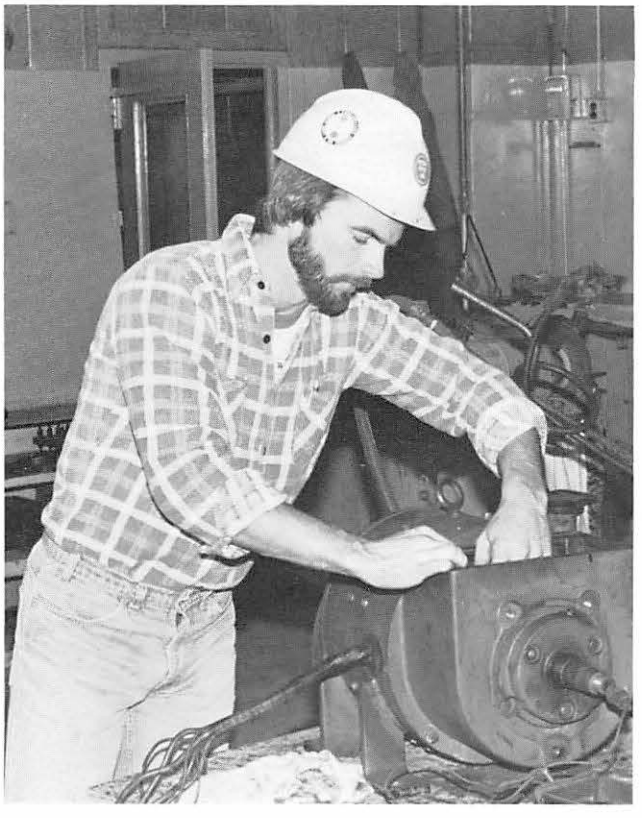
Besides his duties as gang signalman, Brother Larry Drennan possesses other talents that he efficiently puts to use in the yards. For example, Brother Drennan is a master welder. According to his foreman, "Larry is an artist with a torch." Our visit found Brother Drennan welding tool bins on a new line truck that was to be sent to a signal crew in Arkansas. In addition to his welding talents, Brother Drennan designed and painted the Maintenance Check List Board used to hold retarder condition reports.

As one can see the Little Rock Retarder Yards are in good hands. BRS

Housed in this signal case are 260 volt breaker units which operate the retarder motors. Explaining the units is Vince Smith (center), Foreman, to Vice President Harwell (left), and General Chairman Corn.

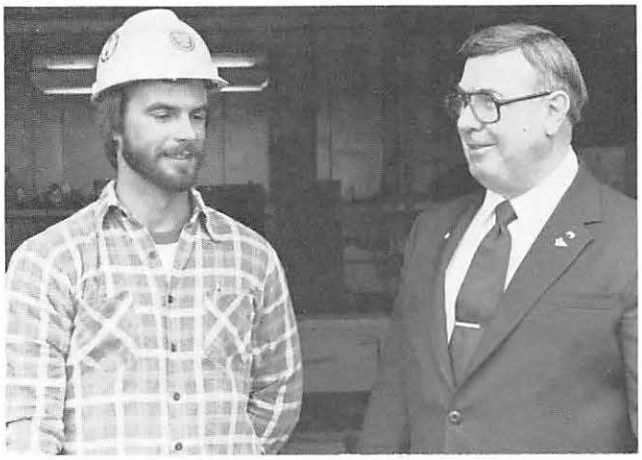
Checking relay panel on the electronic rail sensor is Tim Smith, Electronic Technician.

Checking for signal is Brother Tim Smith, Electronic Technician.



Repairing GRS 240 volt D.C. retarder motor is Vince Smith. Brother Smith is a member of Local 72.

Inside the computer room are Tim Smith, Electronic Technician and W. D. "Bill" Corn, General Chairman.

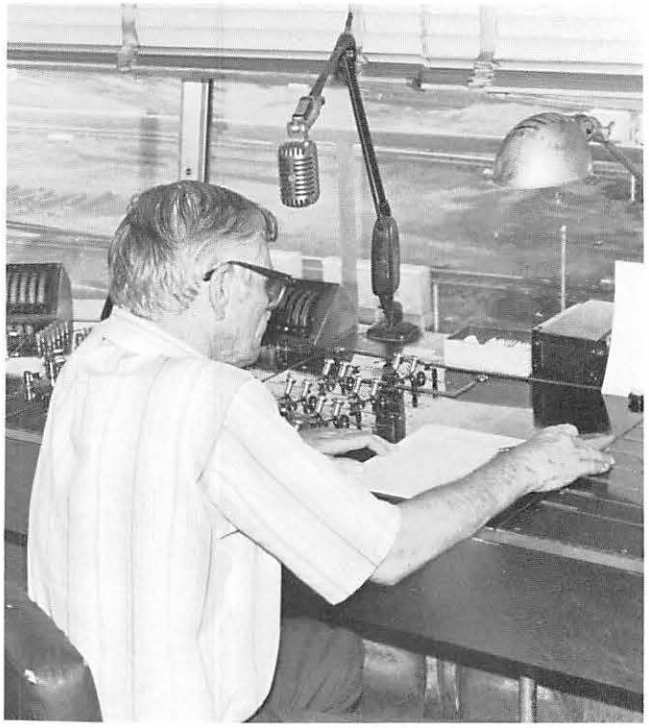


Taking a minute to chat are Vince Smith (left), Foreman, and Bill Corn, General Chairman.

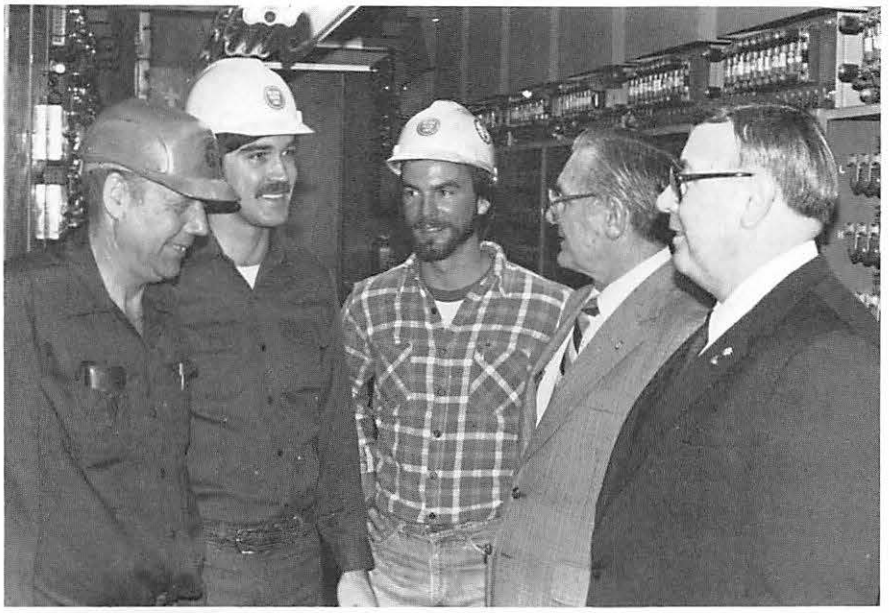
Trouble shooting is all in a day's work. Checking voltage of a sensing unit is Wayne Vaughn (left), Day Maintainer. Overlooking is Tim Smith, Electronic Technician.

Maintenance check list, designed and painted by Brother Larry Drennan, Signalman. The maintenance board is a handy tool for maintaining condition reports.

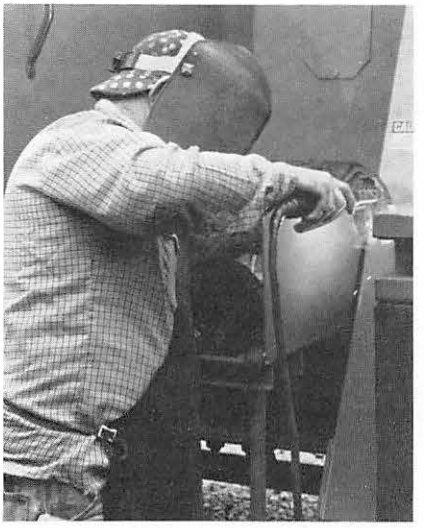
Precision is a must when Brother Larry Drennan (center) is involved. Assisting Drennan are Randy Ericson (left), Signalman and Dave Stockton (right), Assistant Signalman.



Manning the tower is Oris Harris, Retarder Yard Operator.



Enjoying discussion is Wayne Vaughn (left), Day Maintainer; Tim Smith, Electronic Technician; Vince Smith, Foreman; Witt Harwell, BofRS Vice President; and Bill Corn, General Chairman.



A master welder at work. Brother Larry Drennan welds tool bin to new Mo-Pac truck.

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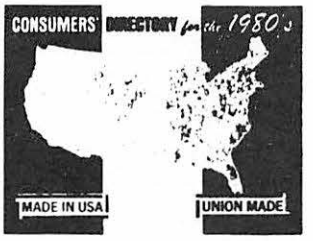

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Seaboard Coast Line General Committee Meets in Savannah, Georgia

Election of General Committee officers for the ensuing three year term was the first order of business at the General Committee's annual meeting held on November 19-20, 1981.

George G. Gross was re-elected to the position of General Chairman-General Secretary Treasurer without opposition. Roy D. Platt was unanimously elected as Vice General Chairman.

The Board of Trustees, with Brother E. G. McGriff at the helm as Chairman, includes D. J. Ennis and J. R. Lockamy.

Agreements which affect signalmen represented by the SCL General Committee were discussed by the members. General Chairman Gross stated that he was engaged in formulating agreement files which he would furnish to the Local Chairmen upon completion.

An in-depth discussion of the Carrier's policy regarding injuries was conducted. The General Committee adopted a resolution that sick or injured members will be contacted by their respective Local Chairmen.

The problem of signalmen being suspended from service due to medical disqualification was discussed. General Chairman Gross stated that he intends to actively pursue a solution with the Carrier.

A review of Local Chairmen's responsibilities as set forth in the BofRS Constitution and General Committee bylaws was presented by the General Chairman. A standard claim form for use by members and local chairmen was approved by the General Committee.

Val Van Artsdalen, BofRS Grand Lodge Representative, conducted a session regarding proper claim presentation and discipline case proceedings. The committee members actively participated in the discussion for an informative program.

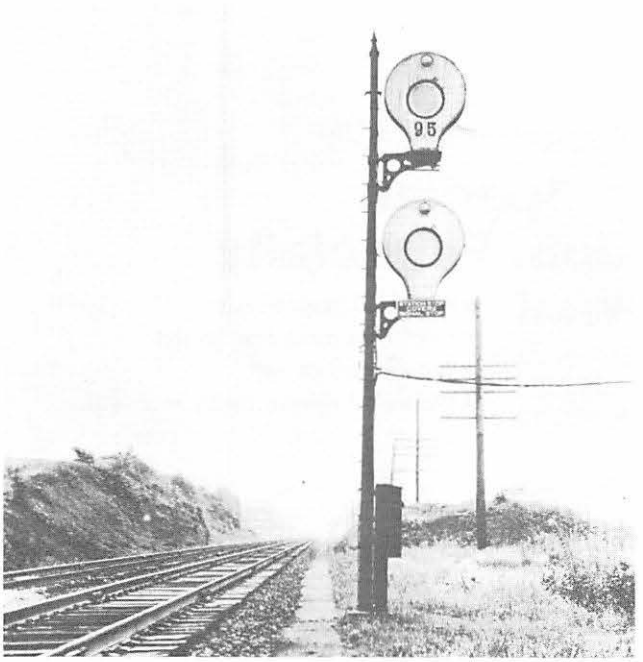
Clarence Small, associated with the Rives, Peterson, Pettus, Conway, Elliot and Small law firm of Birmingham, Alabama, and Irving Schwartzman, associated with Savage and Schwartzman of Baltimore, Maryland, spoke on the subjects of the Federal Employers Liability Act and the responsibilities of union officers.

C. S. "Chuck" Chandler, BofRS Vice President, brought the committee up to date on the status of national negotiations. The negotiations have since been concluded by the January 8, 1982 National Agreement. BRS

Elected officers of the Seaboard Coast Line General Committee are George G. Gross, General Chairman (left); and Roy D. Platt, Vice General Chairman.

WATCH THE SIGNALS

These were the very latest in signal devices back in 1900, according to the General Railway Signal Co. The enclosed disc home and distant signal was installed for the Reading Railroad, near Park Junction, Pa., by the Hall Signal Co. Today, the Reading Railroad is defunct and most signal devices are electronic marvels.



HOW to BUY

By Esther Margolius

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DANGEROUS ALUMINUM WIRING STILL IN HOMES

By Esther Margolius

If your home is one of the estimated 1.5 to 2 million houses built between 1965 and 1973 and wired with "old technology" aluminum wiring, there is a possibility that resistance caused by a buildup of aluminum oxide at the point where the wire is connected to the fixture, will cause it to overheat and start a fire.

Houses built before 1965 do not have this problem because they were wired with copper, (unless the house was rewired during the years 1965-1973). However, a copper shortage at that time forced contractors to substitute less expensive aluminum. The problem doesn't exist in houses built after 1973 because by that time "new technology" aluminum wiring systems were being installed.

There is nothing wrong with aluminum wiring per se. Utility companies use aluminum for their transmission lines. But when aluminum wiring was first installed inside homes, it was hooked up to fixtures designed to accommodate copper wiring. As it turned out, the wire and the fixtures were not compatible and the overheating problems arose.

The overheating is caused by aluminum oxidation. Aluminum oxide forms on the surface of aluminum conductors and inhibits the flow of electricity from the wire to the terminal. To overcome this, higher voltage is needed to provide a conduction path for the electricity. The results: a buildup of excessive heat at the terminal and arcing of the current from the conductor to the terminal; two potential hazards.

Contributing to the problem is another characteristic of "old technology" wiring and an incompatible fixture, called "creep." Creep is a gradual movement of the wire at the terminal. It is a result of the electrical flow being turned on and off over a period of time. When the wire is hot, it expands. As it cools, the wire contracts. Although the movement is microscopic, after thousands of repetitions, the wire loosens, more oxidation can take place and chances for a fire increase.

"New technology" aluminum wiring, in use since 1974, utilizes fixtures known as Co/ALR's which greatly reduce overheating risks because they are compatible with aluminum wiring.

Bill King of the Consumer Product Safety Commission (CPSC) said the Commission started a lawsuit in 1977, still not decided, which would require contractors who installed the old technology systems to contact homeowners and repair the allegedly dangerous wiring systems.

Albert Reed, spokesman for the N.Y. Board of Fire Underwriters, does not agree and said, "We have no evidence at all of any fires caused by aluminum wiring." He mentioned, though, that since 1972 electricians have been splicing copper wire to the aluminum where it terminates and the copper is attached to the receptacles and switches. According to Reed, this so-called "pig-tailing" process is a precautionary measure and it is an accepted alternative to old technology wiring.

But CPSC's Bill King remains certain of the inherent dangers of the aluminum wiring installed between 1965 and 1973, and suggested you watch for the following signs:

- Cover plates on switches and outlets which are warm or hot to the touch.
- Smoke coming from outlets or switches.
- Sparks or arcing at switches and outlets.
- Strange odors, especially the smell of burning plastic, near outlets or switches.
- Lights which flicker periodically.
- Outlets, lights, or entire circuits which fail to work; call an electrician to inspect and repair the problem.

Have a professional electrician do the inspection for you because of possible danger.

What steps can the consumer take if he discovers his house is wired with "old technology" aluminum wiring? Rewiring is not practical because of the great expense.

King called pigtailing "band-aid repairs and first aid steps." As for replacing the original switches and receptacles with Co/ALR fixtures, King said, "It is an improvement, but not a solution. They are a partial fix at best."

Wells on Health

HEALTH'S-a-POPPIN'

Green Thumb Therapy
(Horticulture In The Hospital)

By Marion Wells
Research Director, American Physical Fitness Research Institute

A special kind of growth goes on in the greenhouse of the Institute of Rehabilitation Medicine in New York City.

In one area an amputee might be learning to set up a work space to plant a cutting using only one hand. Elsewhere perhaps a volunteer is chatting with a speech-impaired stroke victim, encouraging the person to try talking more in the process. Or the pleasure of planting seeds might be making the pain of exercising severely arthritic hands a bit more bearable.

The Institute was founded by Dr. Howard Rusk and is now part of New York University Medical Center. A friend of Dr. Rusk's, Mrs. Enid Haupt, loved plants, and the greenhouse grew out of her generosity and a desire to add a touch of lushness and color to an otherwise clinical setting.

But over the years it has blossomed into a place where patients can build on skills they're learning in other aspects of their therapy. The soothing, relaxing environment seems to help, says Charlie Patterson, who's currently in charge of the facility.

"Emotional motivation often grows in the greenhouse," he observes. "Many of the patients are fairly fresh from whatever illness or injury caused their disability. Some are feeling rather overwhelmed. The greenhouse often has a calming effect. It's much quieter than in the clinic. There's the greenery. And each patient can receive a little extra attention.

"Once they're relaxed, patients may become more receptive. And it's easier to concentrate on working with particular muscle groups when someone is less tense."

Patterson and his staff cooperate closely with other therapists. Such activities as making cuttings, dividing and layering plants, repotting, and sprouting seeds can be structured to encourage use of muscles or limbs that need exercise and strengthening. Meanwhile patients may build up their stamina for sitting in a wheelchair.

As plants take root and grow, new hope and interests often take hold too. "We try to set up tasks that people can have success at," says Patterson. "They can look at a plant and see its progress and feel they can accomplish something. Some become so intrigued they do more work on their own and develop an interest they can take home with them."

Other therapists, family members and patients themselves have reported the greenhouse experience makes a difference. "What a change in this person's attitude, vocationally or in other aspects of his therapy," Patterson may be told. One patient commented on the "TLC" (tender loving care) that people as well as plants received in the greenhouse. And family members have said "thanks" for providing a "breath of fresh air" and "something to hang on to."

Horticulture therapy is now springing up in many varied settings: prisons, nursing homes, retirement facilities, VA hospitals, with the mentally retarded and in such diverse places as Boys Town and the Menninger Clinic. A few universities now offer degrees in it or an option in therapy within the horticulture department. Some high school students are also being exposed to the field.

And there's a professional organization, the National Council for Therapy and Rehabilitation Through Horticulture, 701 North St. Asaph Street, Alexandria, Virginia 22314.

Patterson recalls a recent conference he attended. A therapist from a psychiatric facility made the point that so often patients have been "done to" and "done for." In horticulture they are doing the doing. It encourages them to start planning and get on with life.

Which is probably all part of what's making horticulture therapy a growing field in more ways than one!

'That's How I Spell Relief!'

Deaths

H. L. Emeldi, retired signalman on the Southern Pacific at Oakland, CA passed away. Brother Emeldi completed 46 years of service upon his retirement. Brother Emeldi was a member of Oakland Lodge 92.

Vincent B. Wood, assistant foreman on the former Pennsylvania Railroad at New York, NY died December 10, 1981. Brother Wood had completed 30 years of service when he retired in July, 1972. He was a member of Trenton Lodge 102.

R. D. Hepler, retired signal maintainer on the Chesapeake & Ohio died recently. Brother Hepler had completed 47 years service when he retired in September 1963. Brother Hepler was a member of Richmond Lodge 148.

Clarence Brown, retired signal maintainer for the Chesapeake & Ohio died recently. Brother Brown had completed 50 years of service upon his retirement in November 1967. Brother Brown was a member of Clifton Forge Lodge 89.

W. J. Geiger, retired signalman for the Chicago & North Western at Proviso, Illinois died March 27 on his 78th birthday. Brother Geiger had completed over 45 years of service when he retired in 1969. He was a member of Chicago & North Western Lodge 130. Brother Geiger is survived by his wife, Cecèle.

Harold W. Hancock, retired signal inspector on the former New York Central and Penn Central died January 6, 1982. He worked in the signal department at New York, NY for 28 years till his retirement in 1974, when his illness caused disability retirement. Brother Hancock was a member of Conrail Lodge 213. Brother Hancock is survived by his wife, Dorothy.

Adam F. Kubiak, retired signal tester for the former New York Central and Penn Central at Buffalo, NY died recently. Brother Kubiak was a Chief Signalman in Buffalo Lodge 36, and active in Brotherhood work. Upon his retirement Brother Kubiak had completed 30 years of service.

J. R. Dockery, retired signal maintainer on the Santa Fe died recently. Brother Dockery had completed over 40 years of service when he retired in June, 1964. He was active in Brotherhood work and had served as Local Chairman for several years. Brother Dockery was a member of Mission Lodge 156.

Houston Pressley, retired signal helper for the Seaboard Coast Line at Monroe, NC died December 10, 1981. Brother Pressley spent over 31 years in signal service when he retired in January 1977. He was a member of Local Lodge 16.

Louie Witte, retired signal helper for the Chicago, Rock Island & Pacific died recently. Brother Witte spent over 43 years in signal service when he retired in 1957. Brother Witte was a member of Rock Island Lodge 183.

Charles M. Cline, retired signal maintainer for the former New York Central died December 31, 1981. Brother Cline had completed over 41 years of service when he retired in October, 1965. He was a member of Rochester Lodge 93.

Harold N. Thomas, retired signal foreman on the Reading Railroad at Reading, PA passed away recently. Brother Thomas had completed 49 years of service, and was a member of Reading Lodge 26.

Joseph W. Detzer, retired foreman on the Chesapeake & Ohio, Pere Marquette Railroad died June 1981. Brother Detzer had completed 42 years of service at Saginaw, MI, and was active in Brotherhood work. He served as Local Chairman for Valley City Lodge 123.

R. C. Kirchner, retired signal maintainer for the Pennsylvania Railroad at Anderson, Indiana, died December 25, 1981. Brother Kirchner had completed 39 years of service when he retired in June 1964. He was a member of Dayton Lodge 52. Brother Kirchner is survived by his wife, Lois, of Eustis, Florida.

Benjamin F. Harpel, retired assistant signal maintainer for the former Reading at Reading, Pennsylvania, died recently. Brother Harpel had completed 32 years of service when he retired in May, 1971. He was a member of Reading Lodge 26, and a former local chairman of his lodge.

M. F. Hinsley, retired signal maintainer for the Seaboard Coast Line at Tarboro, NC, died recently. Brother Hinsley had completed over 32 years of service when he retired October, 1977. He was a member of Local Lodge 16.

Arthur E. Richards, retired signal maintainer passed away recently at the age of 94. Brother Richards was a CTC maintainer on the Union Pacific at Pocatello, ID. Brother Richards completed 53 years of service, and was a member of American Lodge 111.

Edwin P. Moore, retired signal inspector for the Pennsylvania Railroad died December 5, 1981. Brother Moore had completed over 30 years service when he retired in September 1972. Brother Moore was a member of Victory Lodge 73.

Tentative Agreement reached with Canadian Carriers

News From Canada

The Non-Operating Railway Unions General Conference Committee reached a tentative agreement with participating railway carriers in Canada. The Master Agreement has been submitted to BRS Canadian members for ratification. The results will be published in the June issue of The Signalman's Journal. Following is a synopsis of the tentative agreement:

1982 SETTLEMENT NON-OPS AND RAILWAYS

WAGES

1982 — First year — add 12% to all hourly rates.

1983 — Second year — add 9% to all hourly rates.

Total compounded wage increase over two years is 22.08%.

Fringe benefit improvements have a cost of 1.29% of total compensation.

COST OF LIVING CLAUSE (COLA)

1982 — In the event that the 1982 average CPI exceeds the 1981 average CPI by more than 10%, such excess percentage increase in the CPI will be paid to employees in a lump sum equivalent to the cost of applying to basic rates of pay, effective January 1, 1982, and until December 31, 1982, an amount equal to 1¢ per hour for each 0.3 point increase in the 1982 average CPI increase which exceeds 10% over the 1981 average CPI.

1983 — In the event that the 1983 average CPI exceeds the 1981 average CPI by more than 17.7% basic rates of pay will be increased effective January 1, 1983, by an amount equal to 1¢ per hour for each 0.3 point increase in the 1983 average CPI increase which exceeds 17.7% over the 1981 average CPI.

EXAMPLE OF HOW TO CALCULATE A COLA INCREASE

— If the cost of living exceeds ten per cent in 1982 by one per cent.
— One per cent equals a rise of 2.369 points in the average CPI.
— Divide 0.3 into 2.369 to get 7.9 cents per hour.

ENTENTE DE 1982 EMPLOYÉS NON-ITINÉRANTS ET CHEMINS DE FER

SALAIRES

1982 — Première année — Ajouter 12% à tous les taux horaires.

1983 — Deuxième année — Ajouter 9% à tous les taux horaires.

Les améliorations apportées aux avantages sociaux représentent 1.29% de la compensation totale.

INDEMNITÉ DE VIE CHÈRE (COLA)

1982 — S'il arrivait que la moyenne de l'Indice des prix à la consommation pour 1982 dépasse la moyenne de l'IPC de 1981 par plus de 10%, cet excédent de pourcentage de l'IPC sera versé aux employés sous forme de forfait équivalent au coût d'application du taux salarial horaire, à compter du 1er janvier 1982 et, jusqu'au 31 décembre 1982, un montant égal à 1 cent l'heure pour chaque 0.3 point d'augmentation de la moyenne de l'IPC en 1982 dépassant de 10% la moyenne de l'IPC en 1981.

1983 — S'il arrivait que la moyenne de l'IPC en 1983 dépasse la moyenne de l'IPC de 1981 par plus de 17.7%, les taux horaires de base seront augmentés à compter du 1er janvier 1983 d'un montant égal à 1 cent l'heure pour chaque 0.3 point d'augmentation de la moyenne de l'IPC de 1983 dépassant de 17.7% la moyenne de l'IPC de 1981.

COMMENT CALCULER L'AUGMENTATION COLA

—Si le coût de la vie pour 1982 dépasse le 10% par 1%
— 1% équivaut à une hausse de 2.369 points dans la movenne de l'IPC.
— Divisez 2.369 par 0.3 pour obtenir 7.9 cents l'heure.

SHIFT DIFFERENTIAL

— Effective the first month following ratification, five cents per hour increase for both shifts.

DENTAL PLAN

— For 1982 and subsequent years an Eligible Employee and his/her Dependents shall be entitled to claim reimbursement of Covered Expenses incurred up to a maximum of $750.00 per person per calendar year after an annual calendar year deductible amount of $35.00 per family has been applied.

DRUG PLAN/EXTENDED HEALTH CARE PLAN

— Effective January 1, 1983, an Extended Health Care Plan will be established providing for semi-private hospital and Major Medical coverage with 80% co-insurance and $25 per family deductible on the Major Medical which will include drugs.

VACATIONS

1982 — 5 weeks vacation after 20 years of service.

1983 — 4 weeks vacation after 10 years of service.

AUTOMOBILE ALLOWANCE

— Effective the first month following ratification

1982 — 28 cents per mile (increase of four cents per mile).

1983 — 31 cents per mile (increase of three cents per mile).

WEEKLY INDEMNITY BENEFITS

1982 — 66⅔% of pay up to a maximum $265.

1983 — 66⅔% of pay up to a maximum $300.

A claimant in receipt of Unemployment Insurance Sickness Benefits will have such benefits supplemented to equal his Sickness Benefit entitlement.

LIFE INSURANCE

Effective on the first of the month following ratification of this Memorandum of Settlement the group life insurance coverage will be increased from $10,000 to $13,000 for employees who have compensated service with the Company on or subsequent to the effective date if otherwise qualified under the provisions of the Benefit Plan. On the same basis a double indemnity provision for accidental death will be introduced.

PRIME DE POSTE

— Une prime de cinq cents l'heure sera versée pour les deux postes à compter du premier mois qui suivra la ratification.

PLAN DENTAIRE

— En 1982 et au cours des années subséquentes, un employé admissible et ses personnes à charge aura droit au remboursement des dépenses assurables encourues jusqu'à concurrence de $750.00 par personne par année civile, après déduction d'un montant de $35.00 par famile par année civile.

PLAN DE MÉDICAMENTS ET PLAN D'ASSURANCE-SANTÉ COMPLÉMENTAIRE

— À compter du 1er janvier 1983, un Plan d'assurance-santé complémentaire institué qui offrira la chambre semi-privée et une couverture médicale majeure avec assurance conjointe de 80%. Le plan de couverture médicale majeure, qui comprendra les médicaments, comportera un montant déductibel de $25 par famile.

CONGÉS

1982 — 5 semaines de congé annuel après 20 années de service.

1983 — 4 semaines de congé annuel après 10 années de service.

INDEMNITÉ POUR USAGE D'UNE VOITURE

— En vigueur un mois après la ratification

1982 — 28 cents le mille (hausse de quatre cents le mille);

1983 — 31 cents le mille (hausse de trois cents le mille).

PRESTATIONS D'INDEMNITÉ HEBDOMADAIRE

1982 — 66⅔% du salaire jusqu'à concurrence de $265.

1983 — 66⅔% du salaire jusqu'à concurrence de $300.

Les prestations d'un récipiendaire d'indemnités de maladie de l'assurance-chômage seront relevées au niveau des indemnités de maladie auxquelles il a droit.

ASSURANCE-VIE

À compter du premier mois qui suivra la ratification de ce Protocole d'accord, le montant de l'assurance-vie groupe sera porté de $10,000 à $13,000 pour les employés dont le service rémunéré à la Compagnie remonte à la date d'effet ou à une date subséquente, à condition qu'il satisfasse aux dispositions du Régime de prévoyance. Une clause

An employee who retires from the service of the Company subsequent to January 1, 1982, will, provided he is sixty years of age or over and has not less than ten years' cumulative compensated service, be entitled, upon retirement, to a $3,500.00 life insurance policy, fully paid up by the Company.

PENSIONS

1982 — Improved pensions for pre-1974 pensioners or their survivors: An amount equal to 2/10 of 1% of 1981 gross payrolls of each Company in respect to employees represented by the Associated Non-Operating Railway Unions and parties to this settlement shall be made available to the Pension Board/Pension Committee, as the case may be, of the respective Railways, for the purpose of adjustments, to be effective January 1, 1982, as may be determined by such Pension Board/Pension Committee, to the pensions and survivor allowances of pensioners and survivors affiliated with the Associated Non-Operating Railway Unions and who retired, or whose spouses retired, from the service prior to January 1, 1974.

1983 — Improved pensions for pre-1975 pensioners or their survivors: An amount equal to 2/10 of 1% of 1981 gross payrolls of each Company in respect to employees represented by the Associated Non-Operating Railway Unions and parties to this settlement shall be made available to the Pension Board/Pension Committee, as the case may be, of the respective Railways, for the purpose of adjustments, to be effective January 1, 1983, as may be determined by such Pension Board/Pension Committee, to the pensions and survivor allowances of pensioners and survivors affiliated with the Associated Non-Operating Railway Unions and who retired, or whose spouse retired, from the service prior to January 1, 1975.

The above-mentioned adjustments to be applied to individual pensioners and survivors shall be calculated on the basis of pensions and survivor allowances in effect as to December 31st of the preceding year.

The respective Pension Boards/Pension Committees shall determine the adjustments to be made to individual pensioners and survivors as quickly as possible after ratification of this settlement. The 1982 adjustments agreed to by the respective Pension Boards/Pension Committees shall be applied to the pension payrolls as soon as possible and shall be applied with retro-active effect to January 1, 1982.

NOTE: This Article 4 does not apply to the Algoma Central Railway or the Ontario Northland Railway.

dont l'application est soumise aux mêmes conditions et qui prévoit le doublement du capital assuré en cas de décès accidentel sera incluse.

Un employé quittant le service de la Compagnie après le 1er janvier 1982 aura droit au moment de sa retraite, pourvu qu'il ait soixante ans ou plus et qu'il compte au moins dix années de service rémunéré, à une police d'assurance-vie de $3,500 entièrement payée par la Compagnie.

PENSIONS

1982 — Pensions améliorées pour les retraités d'avant 1974 ou leurs survivants: Un montant égal à 2/10 de un pour cent des salaires bruts que chaque Compagnie a versés en 1981 aux employés représentés par les Syndicats associés des services ferroviaires non-itinérants sera mis à la disposition de la Commission des pensions ou du Comité des pensions, selon le cas, des chemins de fer respectifs et devra servir à effectuer des rajustements que déterminera la Commission ou le Comité des pensions, lesquels seront applicables le 1er janvier 1982 aux mensualités payées aux retraités et aux conjoints survivants affiliés aux Syndicats associés des services ferroviaires non-itinérants, qui ont pris leur retraite ou dont le conjoint a pris sa retraite avant le 1er janvier 1974.

1983 — Pensions améliorées pour les employés qui ont pris leur retraite avant 1975 et leurs conjoints survivants: Un montant égal à 2/10 de un pour cent des salaires bruts que chaque Compagnie a versés en 1981 aux employés représentés par les Syndicats associés des services ferroviaires non-itinérants sera mis à la disposition de la Commission des pensions ou du Comité des pensions, selon le cas, des chemins de fer respectifs et devra servir à effectuer des rajustements que déterminera la Commission ou le Comité des pensions, lesquels seront applicables le 1er janvier 1983 aux mensualités payées aux retraités et aux conjoints survivants affiliés aux Syndicats associés des services ferroviaires non-itinérants, qui ont pris leur retraite ou dont le conjoint a pris sa retraite avant le 1er janvier 1975.

Les rajustements susmentionnés devant s'appliquer à chaque retraité et conjoint survivant seront calculés en fonction des pensions et des prestations en vigueur le 31 décembre de l'année précédente.

La Commission des pensions ou le Comité des pensions des chemins de fer respectifs déterminera le rajustement à effectuer pour chaque retraité et conjoint survivant le plus rapidement possible après la ratification du présent Protocole. Les rajustements de 1982 entérinés par la Commission des pensions ou le Comité des pensions seront effectués sur la feuille de paie le plus tôt possible et seront rétroactifs au 1er janvier 1982.

PENSION BUY-BACK

Employees who availed themselves of the pension buy-back provided for in Article 7 of the Memorandum of Settlement date March 14, 1979, will be permitted to buy back all of their remaining years of pensionable service.

NOTE: This Clause does not apply to the Toronto, Hamilton and Buffalo Railway.

PASS TRANSPORTATION BENEFITS

Pass transportation benefits will be maintained for those employees and pensioners, presently holding such benefits, for the term of the agreement.

JOB SECURITY

Following are the highlights of improvements to the Job Security — Technological, Operational and Organizational Changes Agreement:

- — New formula for separation allowance.
- — Increase to $500 from $400 for incidental expenses as a result of relocation.
- — $125 for each employee plus $50 for each dependent for transportation and expenses when moving to his new location.
- — Reimbursement up to $7,000 for loss on sale of private home. This also covers any mortgage closure penalties.
- — Allowance to employee who does not wish to move his home increased from $75 to $90 per month in 1982 and $105 in 1983.

TOTAL VALUE

The total compounded wage increase over two years is 22.08%.

The fringe benefits have a cost of 1.29% of total compensation.

This percentage does not include the cost of improved pensions for pre-1974 (1982) and pre-1975 (1983) pensioners.

Get a withdrawal card from your recording & financial secretary when leaving the Brotherhood due to resignation, furlough or dismissal.

NOTE: La présente Clause 4 ne s'applique ni au Algoma Central Railway ni au Ontario Northland Railway.

RACHAT DE SERVICE ANTÉRIEUR AUX FINS DE CALCUL DE LA PENSION

Les employés qui se prévalent de la clause de rachat prévue à l'article 7 du Protocole d'accord du 14 mars 1979 seront autorisés à racheter toutes les années de service ouvrant droit à une pension qui leur manquent.

NOTE: La présente clause ne s'applique pas au Toronto, Hamilton and Buffalo Railway.

LAISSEZ-PASSER

Les employés et retraités qui jouissent actuellement du privilège de laissez-passer continueront d'en jouir pendant la durée de l'entente.

SÉCATTÉ D'EMPLOI

Voici les faits saillants de l'Entente sur la Sécurité d'emploi — Changements technologiques, opérationnels et organisationnels:

- — Nouvelle formule pour l'indemnité de déplacement:
- — Hausse de $400 à $500 des frais divers encourus en raison d'un déménagement.
- — $125 pour chaque employé plus $50 pour chaque personne à charge pour le transport et les dépenses encourus en se rendant à sa nouvelle destination.
- — Remboursement de jusqu'à $7,000 pour les pertes encourues lors de la vente d'une maison privée. Ce montant comprend aussi toute pénalité pour terminaison d'hypothèque.
- — L'indemnité versée à un employé qui préfère ne pas déménager de domicile est portée de $75 à $90 par mois en 1982 et à $105 en 1983.

VALEUR TOTALE

La hausse salariale totale composée pour les deux années est de 22.08%.

Les avantages sociaux représentent 1.29% de la rémunération totale.

Ce pourcentage ne comprend pas le coût des pensions améliorées pour les retraités d'avant 1974 (1982) et d'avant 1975 (1983).

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

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Tel. (215) 564-3700
(Associated with -
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CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem in color are 3-inch diameter.

GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers

1. Electricity, circuit symbols and nomenclature
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SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

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A Summary of wage changes
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Signalman's Store

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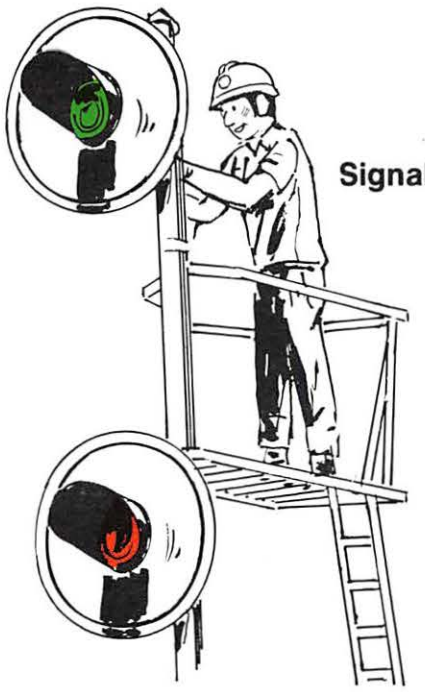

Signalman Sam

SPL goal: $1 per month per signalman

Signalman Sam says that now is the time to donate to the **Signalmen's Political League.** Why? Signalmen need friends in Congress. To elect these friends takes money in the form of campaign contributions. Last election, 1980, Republicans raised over $100 million for Congressional candidates. The Democrats were able to raise only $19 million.

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SPL gives its funds to those deserving Congressmen who support our members' aims. SPL will be watching to see who votes to save the railroads, providing funds for Amtrak, ConRail and the Railroad Retirement System. Obviously, those Congressmen supporting the railroads with their votes will be likely ones to receive financial support from SPL.

Signalman Sam says a goal for signalmen is $1 per man per month contribution to the **Signalmen's Political League**. Ask your general chairman to put you on dues deduction for $1 per month. That is about 3¢ per day and only $12 per year.

"IT'S WHAT SMOKING DOES TO YOUR LOOKS THAT KILLS ME."

"I don't even like to be in a room with people who are smoking. Especially after I've just washed my hair. Or bothered to get all dressed up."

"Besides, I think smoking ruins your image. It's almost like wearing a sign that says you don't feel secure enough to go without cigarettes."

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Signal training course

You can learn about today's modern signal systems from the new Signal Training Course available from the Brotherhood of Railroad Signalmen. This is the famous Canadian National course that is the basis of many of the courses used by the nation's railroads in their signal training programs. CN has kindly given the Brotherhood permission to reprint this signal material. The 4-volume course is now in one 3-ring binder.

Volume I has 9 sections, as follows: 1- how to study; 2- signaling; 3- multimeter; 4- energy distribution; 5- batteries; 6- direct current; 7- track appliances; 8- understanding circuits; and 9- trouble shooting.

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To order your copy of this Signal Training Course, please send check or money order in the amount of $50 payable to the Brotherhood of Railroad Signalmen. Send your order and payment to Box U, Mt. Prospect, IL 60056.

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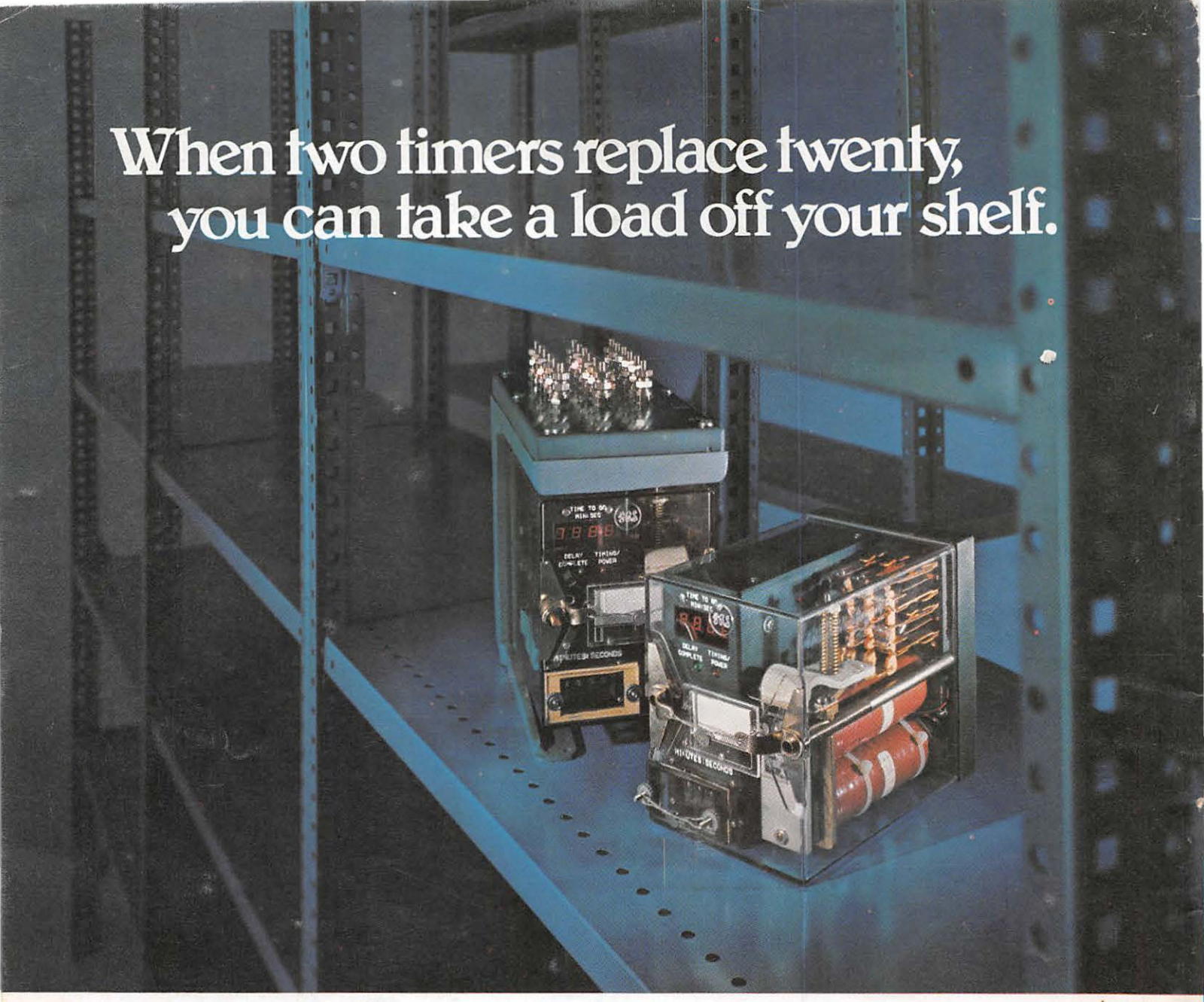
When two timers replace twenty, you can take a load off your shelf.



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